

Ghosts on the Trail.
Wells Fargo & Co.'s express car No. 5 is said to be haunted. The messengers on the run between San Francisco and Ogden have been exercised over the fact for some time, and when the car was sent to Sacramento, several weeks ago, to be overhauled and repaired, they all expressed much satisfaction, and were firm in the belief that the car-builder would kill the ghost and return the car to the rail free from all demoralizing influence. In this they were disappointed, for the messenger who left San Francisco one night recently was visited by the unseen power, and put to a deal of trouble. The ghost came in and tumbled the boxes of freight about, tolled bells and made sweet music, and called the messenger by name. On the last trip the car made before it was taken from the track the messenger heard strange noises on the roof. His thoughts were on his duty, and he came to the conclusion that robbers were waiting an opportunity for entering the car. He opened the door, and took a look at both ends of the car, but found everything quiet. He could see nothing unusual, and returned, closed the door, and was walking back to the mailing table, when down came a box of cooked shrimps and a bandbox. The freight was pushed about, and finally left in the same place. The mysterious din was indulged in until the train was nearing Terrace Station, in the eastern part of the State, and the messenger had about made up his mind to take to the sagebrush, when all was still again. On one occasion, when they had a corpse in transit, the head and trunk of a man's body was seen to rise up from the casket; take a good look around the car, calling the messenger by name, and then vanish. The car was in the train several years ago, when an accident occurred just west of Truckee, killing Conductor Marshall and an express messenger, and since that time these mysterious noises have been frequent, much to the discomfort of the occupants. The express boys say car No. 5 is known to all the company's employees, and they all tell the same story for the truth.—*Reino Gazette.*

A Brute or a Man?
As we breed or rear sheep and oxen that the materials of their bodies may serve our uses, so we breed horses for the sake of their mechanical "energy," and we consider ourselves justified in getting out of them as much work as they can be made to do without severe physical suffering to themselves, in repayment for the feeding, housing and general care we bestow upon them. But are the horses consenting parties to this arrangement? What should we say if a conquering nation were to use us as beasts of draught or burden? Should we not raise the cry, "Am I not a man and brother? Have you a right to treat me like a brute beast?" Clearly, then, the common sense of mankind claims—in virtue, not of superior strength, but elevation in the scale of being—to make the horse labor for man's use, allowing to him in return only the right of kindly treatment at our hands. But is it not a matter of every-day experience that our occasions require some extraordinary exertion, such as the horse can be only induced to put forth by the application of whip or spur—or, to put it in plain terms, by the infliction of pain? If an anti-vivisectionist puts himself into a cab, on his way to denounce the atrocities of "doctors" at a public meeting, and finds that the continuance of the jog-trot pace at which he is going will cause him to miss his appointment, does he hesitate to tell the driver to urge on his horse—knowing well what this extra speed involves? Or if he had the misfortune to be dangerously injured by a railway collision in a place far removed from medical assistance, and were lying in bodily and mental agony, counting the minutes until relief could arrive, would he be content to wait the good pleasure of the horse whose rider goes off in search of the doctor, or of that on which the doctor comes to his rescue? Would he not rather feel that all that the horses can do must be got out of them by the free use of the whip and spur?—the limited and temporary suffering inflicted on the lower creature being quite justifiable in view of the greater (because permanent and far-reaching) benefit conferred on the higher—involving, it may be, the future welfare of others dearer to him than his own life. Let me put one more case for my opponent's consideration, which, whether it did or did not really occur, may be accepted as a "crucial instance." A man, condemned to death for a crime he had not committed, is brought out for execution, and the noose is already around his neck. A rider is seen in the distance urging toward the scaffold a horse covered with foam, and obviously ready to drop from fatigue; he waves something in his hand with a deprecating gesture; the execution is stayed; the crowd opens to let the horse reach the scaffold; the rider presents the reprieve, which had been obtained at the last moment by the production of unexpected evidence of the prisoner's innocence, and the horse drops down dead. Who shall condemn the use of whip and spur, even to this extreme, for the sake of preserving the life of an innocent man, with all its possibilities of future happiness and usefulness? The anti-vivisectionist may talk about his unwillingness to profit by sufferings inflicted upon innocent brutes; but will any one say that he would rather have been hanged than that the horse should have suffered to save him? Or, if he dares say it, would any one but a zoophilist believe him?—*Dr. Carpenter, in Fortnightly Review.*

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Michigan Central R.R.
SAGINAW DIVISION.
TIME TABLE.
Nov. 19, 1881.

NORTHWARD.

STATIONS.	Mail.	Saginaw & Bay City Express.	Through Freight.
Jackson	7:00 A.M.	4:15 P.M.	1:00 P.M.
River Junction	7:25	4:40	1:25
Leslie	7:35	4:50	1:35
Mason	7:55	5:10	1:55
Holt	8:05	5:20	2:05
Lansing	8:20	5:35	2:20
North Lansing	8:35	5:40	2:35
Bath	8:40	5:55	2:40
Lansingburg	8:55	6:10	2:55
Bennington	9:10	6:25	3:10
D.A.M. Crossing	9:25	6:38	3:25
Owosso	9:35	7:00	3:35
Oakley's	9:52	7:18	3:52
Chesaning	10:00	7:30	4:00
St. Charles	10:15	7:45	4:15
Saginaw City	10:55	8:25	4:55
East Saginaw	11:05	8:35	5:05
F.P.M. Junction	11:10	8:40	5:10
Zilwaukee	11:30	8:50	5:30
West Bay City	11:45	9:12	5:45 A.
Bay City	11:55	9:20	5:55

SOUTHWARD.

STATIONS.	Chicago Express.	Chicago Express and Mail.	Jackson Freight.
Bay City	7:00 A.M.	5:25 P.M.	1:00 A.M.
West Bay City	7:08	5:30	1:08
Zilwaukee	7:25	5:45	1:25
F.P.M. Junction	7:45	6:15	1:45
East Saginaw	7:48	6:30	1:48
Saginaw City	8:00	7:10	2:10
St. Charles	8:30	7:35	2:35
Chesaning	8:45	7:50	2:50
Oakley's	8:55	7:58	3:00
Owosso	9:20	8:20	3:20
D.A.M. Crossing	9:25	8:25	3:25
Bennington	9:35	8:35	3:35
Lansingburg	9:50	8:50	3:50
Bath	10:05	9:05	4:05
North Lansing	10:20	9:20	4:20
Lansing	10:25	9:25	4:25
Holt	10:35	9:35	4:35
Mason	10:50	9:50	4:50
Leslie	11:10	10:10	5:10
River Junction	11:30	10:30	5:30
Jackson	11:45	10:45	5:45

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41-51

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TIME CARD in Effect Dec. 19, 1881.

	SOUTH.	EXPRESS	EXPRESS	ACCOM.
Lv. Bay City	5:25 P.M.	7:00 A.M.		
Saginaw	6:30	7:18		
Lansing	9:25	10:25		
Grand Rapids	10:20	5:40	11:50 A.M.	
Detroit	10:50	7:00	6:05 P.M.	
Ann Arbor	11:17	8:40	5:22	
Jackson	7:10 A.M.	12:00 M.	7:00 P.M.	
Hanover	7:30	12:20 P.M.	8:05	
Jonesville	8:15	12:55	9:00	
Bankers	8:30	1:13	9:28	
Reading	8:42	1:28	9:55	
Montgomery	9:12	1:53	10:25	
Fremont	9:12	2:03	10:35	
Angola	9:30	2:20	11:25	
Pleasant Lake	9:40	2:30	11:45	
Watervliet	9:50	2:42	12:12	
Auburn	10:13	3:03	7:35	
Auburn Junction	10:17	3:25	8:00	
Fort Wayne	11:15	4:20	9:30	
Indianapolis	12:30 P.M.	10:50	5:30 P.M.	
Cincinnati	8:55		6:25	
Louisville	10:15		7:30	
St. Louis			8:40	
Washington			9:05 P.M.	
Baltimore			10:15	

NORTH.

	EXPRESS	EXPRESS	ACCOM.
Lv. Baltimore	9:10 A.M.		8:10 P.M.
Washington	10:20 A.M.		9:27
St. Louis	6:40 P.M.		7:50 A.M.
Louisville	1:15	8:00 A.M.	8:25
Cincinnati	9:00	7:35 A.M.	2:25 P.M.
Indianapolis	4:30 A.M.	11:10	
Fort Wayne	11:45 A.M.	5:40 P.M.	1:00 A.M.
Auburn Junction	12:45 P.M.	6:00	3:00
Auburn	12:48	6:03	3:03
Watervliet	1:00	6:15	3:10
Angola	1:18	6:32	3:25
Pleasant Lake	1:30	7:05	3:50
Fremont	1:48	7:22	4:08
Montgomery	1:58	7:40	4:15
Reading	2:15	7:53	4:30
Bankers	2:27	8:05	4:45
Jonesville	2:42	8:20	5:05
Hanover	3:07	8:45	5:30
Jackson	3:40 P.M.	9:25 P.M.	9:25 A.M.
Ann Arbor	5:07		10:34
Detroit	6:30	11:40	11:50
Grand Rapids	10:30	7:20 A.M.	8:30 P.M.
Lansing	5:55	8:20	
Saginaw	8:25	10:55	
Bay City	9:30 P.M.	11:55 A.M.	

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